



Galt Traffic



Galt Airport, Greenwood,
Illinois (10C)

Newsletter from Galt Airport and EAA Chapter 932

May 2017

Individual Highlights

President's Report	1
Welding Workshop	2
Pima Air and Space Museum	3
Flight School News	4
Calendar of Events	4
Don Sword's 'Coupe	5
EAA Chapter Info	7
Airport Contact Info	8

President's Report- Arnie Quast

April was a quiet month for our chapter. Kind of a "calm before the storm" of things coming up in the next few weeks. Our chapter meeting on April 8th was rather quiet with only about 10 or so people in attendance. I learned a bit of a lesson in that in order to get good attendance, we need to have a program of some sort to generate interest.

Unfortunately, we were unable to coordinate a guest speaker or presentation in time for the April meeting. For the month of May, in lieu of a regular Saturday Chapter Meeting on May 13th, we will have a unique experience for our members. On Wednesday May 24th at 6:30pm we will have a welding workshop put on by Brian Spiro in the Galt maintenance shop. This should be a fun and unique experience, especially to people that might have an interest in home building. Pizza and pop will be provided before the start of the workshop. We are trying to expand our programming to appeal to members with all levels of interest in EAA activities. Speaking of which, we would really like to hear from our membership about possible ideas for programming at chapter meetings. We are also entertaining the idea of varying the meeting dates now and then to free up Saturday mornings for folks. Again, we would really like to hear your thoughts about this idea.

As May kicks off, we will have our first Young Eagles Rally of the year

on May 6th. If the weather is nice, we will need lots of help to support this event. Our Young Eagles Coordinator, **Haylee Walsh**, has done a great job rallying volunteers. The Young Eagles program is one of the core events for EAA Chapters all around the country. I think that everyone would agree that it is lots of fun taking kids flying, and even working as a ground support staff member. Please contact Haylee at **815.909.4479** or email hmwalsh7412@gmail.com if you can help out. We can really use all the help we can get for this awesome event!

On May 27th, our chapter will be hosting a pancake breakfast for the Allied Pilots Association (APA) and the Airline Pilots Association (ALPA). APA and ALPA are the professional unions that represent and support the pilots of American and United Airlines. This is a unique opportunity for us to engage with these two very high profile organizations that represent professional airline pilots not only in the Chicago area, but all across the nation. **Eric Rehm** has been organizing and running this event for the pilots of American Airlines at Galt for many years now. The event is well received, and provides good publicity to our chapter and the airport. Further, our chapter makes good money hosting this event. This is the first year that the United pilot group will be joining this function at Galt.

Continued on page 2

President's Report Continued

Eric is actively looking for volunteers to help set up, cook, serve food, and clean up at this event. We already have a respectable volunteer roster, but can definitely use more folks to help out. Please contact Eric by phone at **847.372.7686**, or via email at erehm@att.net if you can help host this event. Eric has the volunteer positions broken down into various time slots to spread the workload.

Finally, as I write this report, I am about to depart for Oshkosh, Wisconsin to spend a weekend at EAA Headquarters. I will be partaking in a Chapter Leader Training conference put on by EAA management. EAA chapter leaders from all around the country will be attending this

event. I am looking forward to learning more about EAA, and hopefully will bring home some tools to more effectively lead our chapter. I have heard from other chapter leaders in the area that this is a tremendously excellent opportunity. I will report on the experience in our next newsletter.

As we dive into May, I hope everyone has a fun time around the airport, and I look forward to seeing as many people as possible at our events. Again, please feel free to contact me with any ideas or suggestions for our chapter. My phone contact is **815.403.1696**, email president@eaa932.org. Have a great month!

Wednesday Welding Workshop

Mig Welding



Tig Welding



On Wednesday, May 24, Brian Spiro and Paul Sedlacek are holding a hands-on welding workshop for chapter members in the JB Aviation maintenance hangar starting at 6 PM. You can get an introduction to Mig, Tig, and gas welding as well as try out a plasma cutter. We hope to provide a good introduction to the most common forms of welding used in aircraft construction and repair. We'll also be sharing information and resources for you to explore further if you're interested.

Pizza and pop will be served.

What you need to participate:

- Long sleeve cotton shirt and t-shirt to cover exposed skin
- Full length un-frayed jeans, no shorts allowed
- Closed toe footwear, leather shoes or boots are preferred
- Eyeglasses, if needed to have clear detailed focus about 20 inches from your face

We'll provide welding gloves & a welding helmet.

A small fee may be required to cover materials.

Thanks,
Paul Sedlacek
EAA932 Chapter Secretary

Pima Air and Space Museum

By Eric Rehm

On a recent visit to Tucson, Arizona, I had the opportunity to tour the Pima Air and Space Museum. The museum, attached to Davis-Monthan Air Force Base, was conceived in the 1960's in an effort to preserve examples of older Air Force aircraft that were rapidly being turned into scrap. Today the museum has grown to five hangars as well as acres of aircraft that are on display outside. The aircraft that are displayed are in remarkable shape as the dry desert air keeps them well preserved. In total, the museum features close to 300 aircraft that are spread over 127 acres.

Although you can spend hours ogling the aircraft that are housed indoors, I found meandering around all the aircraft parked outside was the best way to experience what Pima had to offer.

My favorite aircraft was the Convair B-36 Peacemaker. The B-36 is a vintage 1950's era strategic bomber that was capable of delivering a nuclear device. It was powered by 10 engines consisting of 6 piston radial engines turning pusher propellers and 4 turbojets. This configuration led to the phrase 6 turnin' and 4 burnin'.

I highly recommend a visit, but bring your sunglasses and sun block! The museum is open seven days a week and offers covered tram tours of the museum grounds and air-conditioned bus tours of the Air Force Base "Boneyard". You can find more by visiting their website at

<http://www.pimaair.org>.



B-36 Peacemaker

B-58



"Connie"



F-105





Flight School News

Spring is here! And with that comes rainy weather and wet ground. Just a reminder to everyone; the ground is especially soft at the campground and pond, if you drive there, please use the access road not the taxi way. The grass runway is also especially soft this time of year. If you would like to know the status of the runway please feel free to call the office. The next event to be held at the airport will be an EAA Young Eagles Rally on May 6th. If you are able to volunteer as a pilot or ground support that day please contact Young Eagles Coordinator Haylee Walsh at youngeagles@eaa932.org.

Rebekah Busse
JB Aviation Management

Private Pilot Ground School classes are starting soon. Click the link below for more details.



ED BROWN'S GROUND

Our 8 week, Private Pilot Ground School was designed specifically around Galt Airport, our airplanes, and flight school. It incorporates a structured classroom environment with a unique, hands-on learning experience you can't get from a textbook. You'll spend time along-side our mechanics in our aircraft maintenance shop, see the airport and some of Galt's coolest airplanes, and learn first-hand how to conduct a thorough pre-flight inspection.

You'll learn everything you need to know to pass the FAA written exam, and be ready to hit the ground running on your first flight lesson. As a matter of fact, once you pass the class, we'll give you that first lesson for free!

Cost is \$550 and includes:

- Guaranteed pass on your written
- Complete study guide
- Introductory flight lesson (\$69.95 value)
- Membership in JB Aviation's Flight Club (\$150 value)
- 6 month membership in EAA Chapter 932
- Certificate of completion

Additional Information

Additional class materials can be purchased as a kit for \$75.

To reserve your spot, please make payment, cash or check, at least one week prior to the start of class.



Wednesdays, 6-9pm
Mar. 15th - May 3rd
Saturdays, 9-12pm
May 6th - July 1st
Thursdays, 6-9pm
July 13th - Aug. 31st
Saturdays, 9-12pm
Sep. 9th - Oct. 28th

For more information, please call 815-648-2433 and speak to Ed

JB Aviation Flight School Galt Airport 5112 Greenwood Road Wonder Lake, Illinois 60097

www.GaltAirport.com

<http://galtairport.com/flight-school>

Calendar of Events at Galt Airport

May 6 – Young Eagles Rally

May 24 – Welding Class

June 17 – Barnstormers Day Fly-In

July 8 – Planes and Puppies and Young Eagles Rally

August 26 – Flour Drop Competition

October 7 – GalttoberFest Fly-In

Check our website and continue to check the newsletter for additional events to be added later.



Don Sword's 'Coupe

By Jerry Thomas EAA 747798

Some things are just meant to be. Such was the pairing of EAA 932's Don Sword and a sweet, little Ercoupe.

Don grew up in Ohio, home to such aviation notables as the Wright brothers, Huffman Prairie, Eddie Rickenbacker and no less than 25 astronauts. With that kind of local lineage it was probably inevitable that Don would be drawn to flying at an early age. His pilot's license predates the existence of the FAA by 11 years.

After serving overseas as an MP at the end of WWII, Don came to Chicago to attend a radio/television school on the GI Bill, intending to return to Ohio to work on aircraft radios. However, he met the girl that would become his wife, so he stayed in the area, making a career working from an Evanston shop selling and servicing audio/visual equipment to schools.

When Don retired in 1987, he and his wife moved to the Woodstock area and in 1989, he joined EAA 932. Don, now 90, may just be our oldest and most long-standing member. During his early years at Galt, a CFI by the name of Earl Pankonin gave Don several flight reviews. In a "6 Degrees of Separation" sort of thing, it turns out that Earl was my first flight instructor back in 1984.

"I got introduced to an Ercoupe at Vandalia Airport at Dayton, Ohio," Don remembers. "There was an air ace from World War II that lived nearby, and he had one of them right by the Skyways school where I was learning how to fly. So I got to see it and it really intrigued me, but I never had a ride in one."

The original Ercoupe is a low wing, two-seat, side-by-side; single introduced in the early 1940's as a "nearly-foolproof" private aircraft. It has no rudder pedals and is flown using only the control wheel, which resembles a steering wheel more than a yoke. Its control system linked the twin rudders with the ailerons to control yaw and roll.



The control wheel also handled the pitch and steering of the aircraft, in the air and on the ground. It was certified by the Civil Aeronautics Administration as "characteristically incapable of spinning."

Don stated, "The elevator's only got a 13-degree travel and that affects the stall and spin and all kinds of crazy things having to do with cross control. You can't cross control an Ercoupe. You make any damn turn you wanna make, and that ball's gonna be right in there!"

In 1946, Ercoupe 415-C, serial number 876, was built, along with 4,310 of its siblings.

"When one came to Galt, I had already begun to shop for an airplane. I was going to Oshkosh and I met a guy there with an Ercoupe and I talked to him and he taught me a lot about it. One day, I flew in here in a 172, and here's an Ercoupe, sittin' out there in the grass and it had a "For Sale" sign on it, so I started inquiring about it."

It was Ercoupe 415-C, number 876.

It had belonged to a Ford dealer in Wilmette. After the owner passed away, it had ended up in storage at the Landings in Huntley. Eventually, a mechanic there got it flying again and took it over to Galt to see if it would attract a buyer.

The mechanic took Don up a couple of times and let him fly it. That was the only instruction Don ever got in the aircraft. He bought the airplane for \$8,000 in 1992. He was careful with it at first, only taking it out on calm days. Gradually, he came to learn and enjoy the unique qualities of N93553.

Don recalls, "I could fly my Ercoupe out'a here when you couldn't fly out a 172. It had a 25 mile-per-hour crosswind component. People that are strictly rudder pilots ask "How in the hell can you do that?"

Describing a normal crosswind takeoff, Don explains, "You're going down the runway and you've got a pretty fair crosswind. You counteract it with a little rudder, maybe aileron to keep the wings level."

Now, keep in mind that in the Ercoupe, the yoke steers the nose-wheel.

Don continues, "In this thing here, you try to counteract it and you run right off the runway; you turn the wheel and you're leavin'! So, what you did in a wind like that, you keep forward pressure on the yoke so you've got good, positive nose-wheel for keeping it straight. Of course, there's dihedral on the wings on a 'coupe and if the winds are strong enough, you may have a wing come up and you'd be on the nose (wheel) and main on one side. By this time though, it's got liftoff speed and you just pull'er off and do what you got to do to hold a centerline."

The Ercoupe sported unique trailing-link struts for the main undercarriage. Picture short main gear with knees. They gave the 'coupe the ability to handle crabbed touchdowns that would have done serious damage to other aircraft. As Don describes landing: "You come in and you're steering, keepin' the centerline on your nose and of course you're crabbing or whatever - it doesn't make any difference, you can do it - but you can't cross control, you can't get aileron and opposite rudder or anything like that. You can't slip it or skid it, so you just steer it on down to the runway. You could be on an angle like this and your runways like here, see?"

Don indicates an extreme angle with his hands. "You put the mains on - the nose wheel's still off now - and as soon as the mains hit, the plane'll straighten out!"

Don abruptly straightens his airborne right hand. "You don't have a death grip on the wheel. Once it slows to where the nose drops, you hold the nose-wheel down so you've got good steering and can stay on the runway."

Other than one precautionary landing when a broken ring caused a mist of oil to cover the windshield, the Ercoupe was a fun, problem-free little airplane.

Don says, "It was amazing the things you could do with it. I'd do a full-throttle stall and, if I played with it, I could get it in just the right place where it would just mush along like that, wouldn't fall...it was just amazing!"

By the time Don decided it was time to give up his Ercoupe, it had met the new FAA requirements of a light-sport aircraft. For medical reasons, Don flew it as a light-sport pilot for the last two years that he owned it. It was peak time for people looking to buy lite-sport airplanes, and the Ercoupe was right at the top of their lists. When he advertised the aircraft for sale, Don received inquiries from as far away as Italy. He finally sold the airplane to a student pilot from Michigan in 2007 for \$26,000. Sometime later, the new owner called Don to tell him that he had earned his pilot's license.

As you can imagine, it was a painful parting that Don would rather not think about. He still misses that little 'coupe.



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Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Traffic is published monthly and electronically distributed to approximately 800 readers. You can download current and past issues from the chapter website at www.eaa932.org/newsletters.html. To be added to the distribution list, please contact editor@eaa932.org."

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c) (3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Galt Airport Contact Information

Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Owners: Diane and Claude Sondag dsonday905@aol.com

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Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

Airport Business Hours: 8:00 a.m. to 5:00 p.m. Monday through Sunday (winter hours)